

# **MONTANA TEEN DRIVER CURRICULUM GUIDE**

## **Lesson Plan & Teacher Commentary**

### **Module 1 – Parent Orientation Meeting**





#### **Lesson Objective:**

The student, with parents/guardians:

1. Completes program registration, if required;
2. Understands course schedule, requirements, and expectations of the teen student and the parents/guardians;
3. Understands Montana's graduated driver licensing (GDL) law;
4. Understands best practices in GDL and parental involvement that include:
  - managing their teen's graduated learning process through each stage of the GDL;
  - tips on supervising the driving practice during the initial permit phase;
  - tips to determine when their teen is ready for the next step in driving;
  - objectives for success and significant hazards associated with each driving phase; and
  - information and tools to negotiate and adopt a written agreement between the teen and parent(s) that reflects the expectations of both, including clearly defined restrictions, privileges, rules, and consequences that serve as a basis for the teen to earn, and for the parent to grant, progressively broader driving privileges; and
5. any other information that the district considers important for the successful and safe completion of driver education.

#### **Materials Needed:**

1. Module 1 PowerPoint Presentation
2. Module 1 Lesson Plan/Teacher Commentary (printed out)
3. Module 1 Fact and Work Sheets (printed out)
4. Traffic Education forms and handouts, if applicable

|  |   |
|--|---|
| <p><b>Module 1 Content:</b></p> <ol style="list-style-type: none"> <li>1. Welcome and Introductions</li> <li>2. Course schedule</li> <li>3. Requirements (complete necessary forms)</li> <li>4. Expectations of the teen student and the parents/guardians</li> <li>5. Montana Graduated Driver Licensing (GDL) law</li> </ol> |  <p><b>You can have this slide on the screen as parents are arriving to the meeting.</b></p> |
| <p><b>TEACHER COMMENTARY</b></p> <p>The following are questions you can ask during the presentation to engage parents/students and encourage questions.</p>  | <p><b>Representation of the module slides are provided to allow you to connect the materials, data, and questions with the presentation.</b></p>                                |
| <p><b>Slides 3-4: The Parent Meeting</b></p> <p>Parent Meetings Required (10.13.307 ARM)<br/>An approved traffic education program for young novice drivers must include a parent meeting at the beginning of the driver education class.</p>  |        |
| <p><b>Slide 5: What can you, the parent, do?</b></p> <p>Information about the GDL and resources for parents and their teens on OPI's website:<br/><a href="http://www.opi.mt.gov/Programs/DriverEd">http://www.opi.mt.gov/Programs/DriverEd</a></p>  |    |

## Slide 6: What are the risks facing young teen drivers?

“A teen driver’s greatest lifetime chance of crashing occurs in the first 6 to 12 months after receiving a driver license.” Lowest lifetime crash risk is during supervised learner period.

<http://www.chop.edu/healthinfo/teenage-drivers.html>

**What are the risks facing young teen drivers?**

- Inexperience
- Judgment
- Speed
- Distractions
- Fatigue
- Alcohol is involved in about 16% of fatal crashes involving 16- and 17-year-old drivers

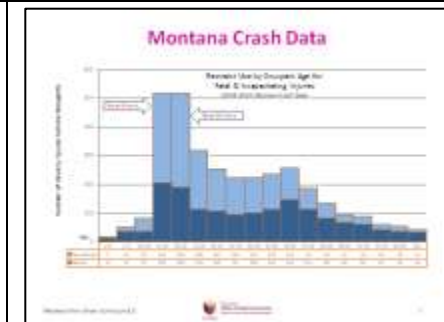
These factors cause crashes, but what kills?  
**Not wearing a seat belt**



## Slide 7: Montana Crash Data

Montana Seat Belt Use - Preliminary reports for 2011 show that of the 172 vehicle occupant deaths, 127, or almost 74%, were not wearing seat belts. In December 2011 alone, of the 18 persons who died in crashes, 17 were not wearing a seat belt.

*Data Source: Montana Department of Transportation 2011*



## Slide 8: Major causes of vehicle crashes

Looking at the causes of crashes, the percentage of crashes caused by driver error is high for teenagers: Rookie mistakes due to simple inexperience, speed and distractions.

<http://www.mdt.mt.gov/safety/>

**Major causes of vehicle crashes in Montana**

**You Don't Have To Go Through This!**



**Buckle Up - It's Our Law.**

Inattentiveness, carelessness and driving speed accounted for more than 50% of Montana crashes over the past 10 years.

## Slide 9: Montana Young Driver (ages 15 to 19) Crashes Decline in 2010

Montana Department of Transportation (MDT) statistics show that car crashes by young drivers in Montana declined in 2010, but we still have miles to go. All new drivers—even straight-A students and “good kids”—are more likely than experienced drivers to be involved in a crash. New drivers make rookie mistakes and sometimes a crash is not their fault. In November 2012, a driver education car in Helena was rear-ended while stopped at a red light. Thankfully, no one was injured, but the car was extensively damaged.

**Montana Teen Crashes**

All new drivers—even straight-A students and “good kids”—are more likely than experienced drivers to be involved in a crash.



The major causes of teen crashes in Montana:

- Speed too fast for curves
- Failure to see Line of Sight – Path of Travel (LOS-400) far enough in advance
- Rain, loose gravel, sand, snow, ice
- Out-of-balance SUV or pickup truck overturning



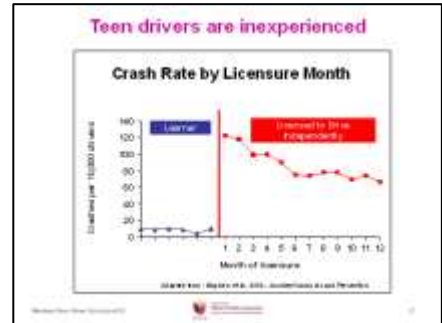
### Slide 10: Teen drivers are inexperienced

One risk factor affecting teens is their lack of driving experience. The longer they drive, the more that risk drops.

It's clear: crashes drop sharply after 6 months and 1000 miles of licensure. However, the crash risk among younger drivers remains twice that of adults until age 25.

Teen drivers are 50% more likely to crash in the first month of having a license than they are after a full year of experience. Drivers in their first month are nearly twice as likely to crash as they are after two years' experience.

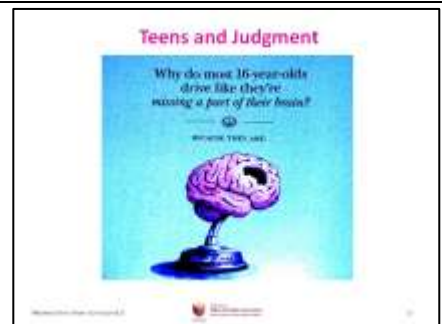
57% of crashes in which a teen was partially responsible during the month involved three common mistakes – failure to reduce speed, inattention, and failure to yield.



*AAAFTS 2011 Measuring Changes in Teen Crashes During Early Months of Independent Driving*

### Slide 11: Teens and Judgment

From an advertisement published by Allstate Insurance: “Even bright, mature teenagers sometimes do things that are “stupid.” But when that happens, it’s not really their fault. It’s because their brain hasn’t finished developing. The underdeveloped area is called the dorsal lateral prefrontal cortex. It plays a critical role in decision making, problem solving and understanding future consequences of today’s actions. Problem is, it won’t be fully mature until they’re into their 20s.”

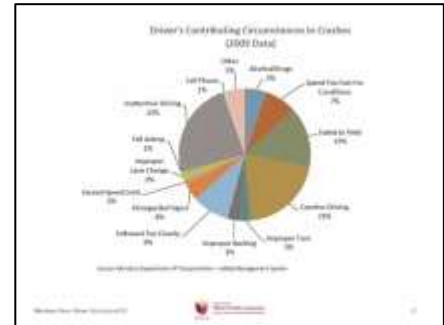


## Slide 12: Driver's Contributing Circumstances in Crashes

Montana Traffic Safety Problem Identification  
FFY 2011 (2009 data)

<http://www.mdt.mt.gov/publications/datastats.shtml>

- Traffic Safety Emphasis Areas: Other Areas of Interest: Speed & Driver's Contributing Circumstances, Figure 33, Page 91



## Slide 13: Four Levels of Performance

Developing good judgment and safe driving habits...

All of us drive at some level of performance. Each level is described and questions you may want to ask are:

1. What is my driving performance level?
2. What are my parents' (or other adult drivers) driving performance levels?
3. At what levels are you able to learn new ideas, attitudes and skills? Why do you think that is?
4. What do you want to do with what you have learned today? Do you think you can change your driving even if you have been driving for a long time?
5. What do you have to do to be a good driver?

**Four Levels of Performance**

**Level 1 — Unconsciously Competent:**  
I don't have to think about what I know and what I can do, but I do it well!

**Level 2 — Consciously Competent:**  
I am aware of what I know and what I can do and what I need to do to continue to improve

**Level 3 — Consciously Incompetent:**  
I am aware of what I don't know and what I can't do and I am willing to work on getting better!

**Level 4 — Unconsciously Incompetent:**  
I am unaware of what I don't know and what I can't do

## Slide 14: Driving in Montana: Instruction Permits and Learner Licenses

A guide to the driving permits and licenses issued to new drivers in Montana.

The Department of Justice/Motor Vehicle Division requires that drivers must be at least 14.5 years of age to take the knowledge exam and be issued a learner license (TELL).

**Driving in Montana**  
Instruction Permits and Learner Licenses

**TELL (Traffic Education Learner License)**

**TELL Requirements:**

- Be at least 14.5 years of age.
- Pass a written knowledge exam.
- Be issued by the Motor Vehicle Division.

**TELL Restrictions:**

- Must be accompanied by a licensed driver.
- Must wear seat belt.
- Must not drink alcohol.
- Must not use cell phone.

**TELL Duration:**

TELL is valid for 180 days from the date of issuance.



## Slide 15: Graduated Driver License

The role of supervised driving requirements in graduated driver licensing programs. Research suggests that it is most beneficial when there is:

- Good communication with parents and novice drivers about supervised driving requirements,
- guidance to parents about the best techniques to provide supervision, and
- tracking actual driving hours and conditions of supervised driving in a log.



Foss, R. D., Masten, S. V., Goodwin, A. H., & O'Brien, N. P. (2012, March). *The role of supervised driving requirements in graduated driver licensing programs.* (Report No. DOT HS 811 550.) Washington, DC: National Highway Traffic Safety Administration.

## Slides 16-17: Guided Practice

Guided practice is essential to skill development in sports and in the complex task of driving. To build competence, Montana's GDL requires novice drivers have:

- A minimum of 50 hours of supervised practice driving under varied conditions before they get their license. Montana's GDL also requires 10 hours of supervised practice at night. Learner Licenses are valid for one year and can be renewed for teens needing more practice.
- Even after they get their license teens will likely need more opportunities to practice in specific conditions with an adult. Such as ice and snow, if they learned to drive in the summer.
- Research supports a second stage of driver education after 6 months of practice. The Montana Highway Patrol (MHP) offers the Alive at 25 program.



## Slide 18 – Practice driving conditions

Practice driving in varied road and stormy weather conditions as teen's driving skills improve. Refer parents to this webpage to review the resources for families:

Teen Driver Source – Driver Ed as Part of GDL  
[http://www.teendriversource.org/more\\_pages/page\\_driver\\_ed\\_as\\_part\\_of\\_gdl/support\\_gov](http://www.teendriversource.org/more_pages/page_driver_ed_as_part_of_gdl/support_gov)

- Understand parents' crucial role.
- Support greater parent involvement in the learning-to-drive process.
- Support driver education/training policies that bolster the role of driver ed instructors.



## Slide 19: What “Restricted” Means

Set limits and have family rules that teens understand are about safety, not control. Montana's GDL places limits on teens during their crucial first year of solo driving. Agreements between you and your teen are an excellent way to hold your teen accountable while they are beginner drivers. Gradually increase driving privileges as your teen gains skill and competence and shows responsibility.



## Slide 20: Montana GDL Steps

Montana GDL Restricted License requires:

- **Seatbelts required – for everyone – all the time**
- **Passengers – First 6 months – only one who is not a family member.**
- **Second 6 months – up to 3 passengers who are not family members**
- **Best Practices: No passengers**
- **Night restrictions – teens can't drive between 11:00PM and 5:00AM unless it's an emergency, or you're travelling to school, church, work or farm activities.**
- **Best Practices: Avoid night driving. The real risk is darkness.**



## Slide 21: Teen Drivers Risk Death with Young Passengers

ONE passenger doubles the risk  
THREE or MORE quadruples it.

*IIHS – Insurance Institute for Highway Safety Research  
Used with permission from AAFTS*



## Slide 22: Transition to Unsupervised Driving

In the early months of unsupervised driving, the majority of teens exhibit good driving habits however the study did find instances of texting behind the wheel, horseplay with passengers, and running red lights.

While a very small number of instances of deliberate risk-taking behavior were observed, the vast majority of “close calls” involved judgment errors that seemed to be indicative of inexperience and failure to anticipate changes in the traffic environment. A common scenario involved the teen braking hard after having initially failed to notice that traffic ahead was slowing or stopped.

*2011 AAA Foundation for Traffic Safety Report  
Authors: Arthur Goodwin, Robert Foss, Natalie O'Brien, UNC Highway Safety Research Center*



Highest lifetime crash risk  
is in the first year of  
independent driving.  
**Lowest risk is when  
driving with  
parent/guardian.**



## Slide 23: Borrowing the Car

### Children's Hospital of Philadelphia Speaker notes:

- Giving teens their first car is an important milestone in many families, something parents might use to reward good grades, job responsibilities, or other achievements. Parents also look forward to the end of chauffeuring and want to give their kids the freedoms they crave.
- Teens also are leading much busier lives. Giving them primary access to a car may be seen as necessary to maintain their busy schedules. But the combination of increased time spent in the car, speeding, and talking on a cell phone while driving puts these teens at increased risk of crashing.
- We realize that having an additional vehicle might make it more practical, but recommend that Mom and Dad still control access to car.
- Teens with primary access might also have less monitoring by parents.
- Another concern is that a teen with his or her own vehicle might become the chauffeur for friends and we know that peer passengers are a common factor for crashing.
- It's easy to forget that a teen's lifetime crash risk is the highest it will ever be the first year after licensure. A newly licensed driver has very little experience; so, for those first few months, it's important for parents to monitor their teen's driving and to gradually introduce new privileges (passengers, driving at night, their own car).

#### CAN I BORROW THE CAR?

The conversation starter that might stop a teen from crashing

Recommend that teens ask for the keys at least for the first 6-12 months.

Parent's opportunity to:

- review house rules
- help with trip decisions
- provide support on peer pressure



Children's Hospital of Philadelphia  
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Montana Driver Education and Training Curriculum Guide

Trip decisions and trip planning are essential each time you plan to leave the driveway.

Work with your teen on route mapping, even in town.

*YDRI Resources Address Parenting (2011)*

<http://www.chop.edu/youngdrivers>



### Slide 24: Teen asks: *Can I ride with a friend?*

Teens' risk of dying in a car crash nearly doubles when a male passenger is present.

Teen drivers need extra rules to keep them safe. To learn more about the rules, and ways to discuss them with your kids, visit [nhtsa.gov](http://nhtsa.gov).

*Drive by the rules, keep the privilege.*



### Slide 25: Parent replies: *Is your friend a safe driver?*

The IIHS nationwide fatal crash study of 13-15 year old passengers and drivers during 2005 - 2009 found:

- 37 percent of the passenger deaths of 13 year olds happened when a teen was driving. This compares with 54 percent at age 14 and 66 percent at age 15.

*Insurance Institute for Highway Safety (IIHS) Status Report Vol. 47, No. 2 March 6, 2012*

*2012 "Motor vehicle fatal crash profiles of 13 – 15 year olds" by A.F. Williams and J.T. Tison*



Teens driving with two or more teen passengers increase the chance of a fatal crash by five times.

### Slide 26: *You can't beat physics.*

#### **Slow Down.**

Activity: Steering and marble and golf ball

*New Zealand speed on curves poster used with permission from NZ Land Transport, 2012*



**Slide 27: Steering for Balance and Control**

Proper hand position is at 9 and 3 OR 8 and 4.  
Why? - air bags and power steering

**Slide 28: Minimum Following Distance**

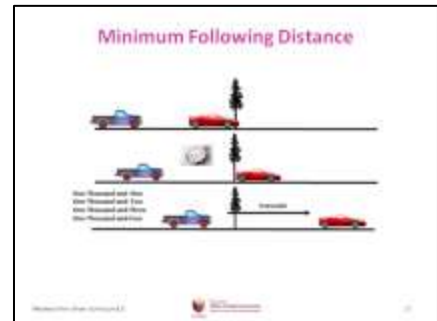
Drivers have the most control over the space directly in front of the vehicle.

**3-Second Following Distance**

- May be enough time to steer away from a problem on dry surfaces or brake at speeds up to 45 mph

**4-Second Following Distance**

- Provides time to steer out of a problem on dry surfaces and brake out of a problem at speeds up to 70 mph

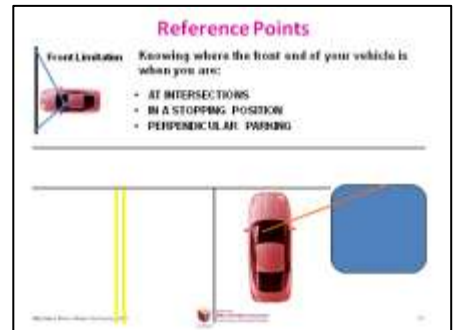


**IT'S EASY TO AVOID  
HITTING THE CAR IN  
FRONT OF YOU.**

**Slide 29: Reference Points**

Knowing where the front end of your vehicle is when you are:

- AT INTERSECTIONS
- IN A STOPPING POSITION
- PERPENDICULAR PARKING

**Slide 30: Line of Sight – Path of Travel**

**Or LOS-POT**



## Slide 31 Targeting: Find, Solve, Control



## Slide 32 Distractions



## Slide 33 Distractions: Texting



## Slide 34 Traffic Education Policies



## Slide 35 Montana KEYS Homework



## Slide 36 Montana KEYS Agreement



## Slide 37 GDL Driving Practice Log



## Slide 38 Getting Your Driver License



### Slide 39

## MVD Driver License Application

A screenshot of the Montana Motor Vehicle Division (MVD) Driver License Application form. The form is titled "One" at the top left. It contains various sections for personal information, driver history, and application details. The form is presented as a grid of fields with labels and checkboxes.

### Slide 40

## You've invested in your child



***Updated February 11, 2014***